

CLASS 560-C-3250 CONCRETE

1.319 CU. FT./L.F.

1 CU. YD.=20.47 L.F.

MINIMUM PERMISSIBLE GRADE 0.50%

MINIMUM SUBGRADE COMPACTION 95% RELATIVE TO MAXIMUM

MAX. GRADE BREAK ON ROADWAYS SHALL NOT EXCEED 0.50%

ALL GUTTER SHALL BE "FLOW TESTED"

SEE STANDARD 206 FOR JOINT DETAILS

**NOTE: USE OF THIS STD. REQUIRES PRIOR APPROVAL FROM THE CITY ENGINEER.
THIS SHOULD ONLY BE USED WHEN MATCHING EXISTING ROLL-CURB.
SEE STANDARD DRAWING 222 FOR "WEDGE CURB" ALTERNATIVE.**

CITY OF RANCHO MIRAGE

STANDARD

REVISIONS

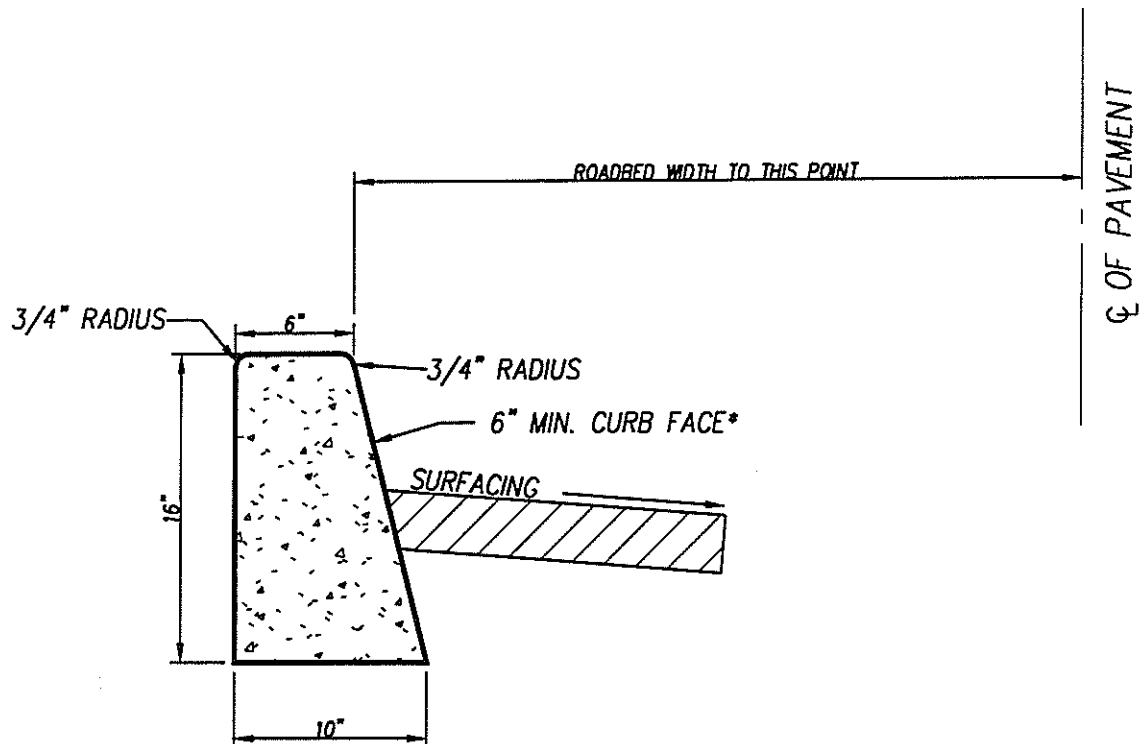
12/17/2001

TYPE "C" CURB (ROLLED)

DETAIL

202

APPROVED BY: *W. H. H. H. H.* 12/31/01
CITY ENGINEER DATE



CLASS 560-C-3250 CONCRETE

.888 CU. FT./L.F.

1 CU. YD. = 30.41 L.F.

MINIMUM SUBGRADE COMPACTION 95% RELATIVE TO MAXIMUM

MAX. GRADE BREAK ON ROADWAYS SHALL NOT EXCEED 0.50%

SEE STANDARD 206 FOR JOINT DETAILS

* 8" CURB FACE SHALL BE USED ON ALL ROADWAY MEDIAN CURBS

CITY OF RANCHO MIRAGE

REVISIONS

12/17/2001

TYPE "D" (6" OR 8") CURB

[Signature]

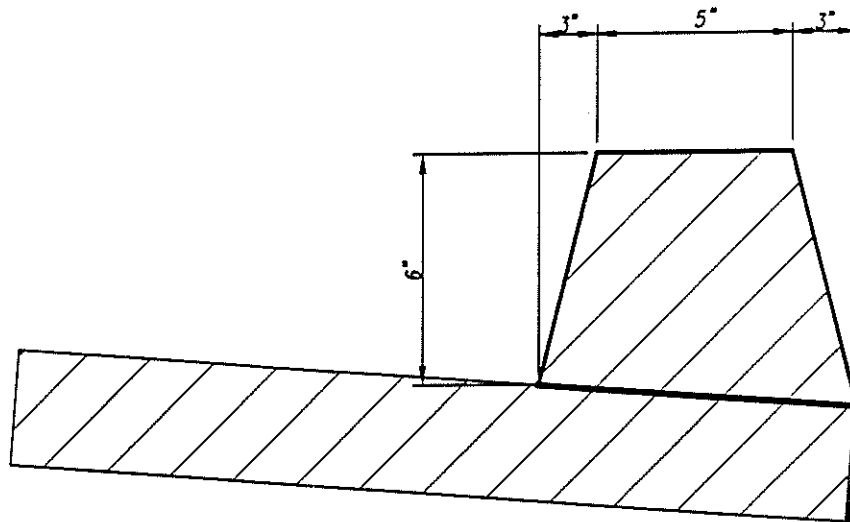
12/31/11

APPROVED BY: CITY ENGINEER DATE

STANDARD

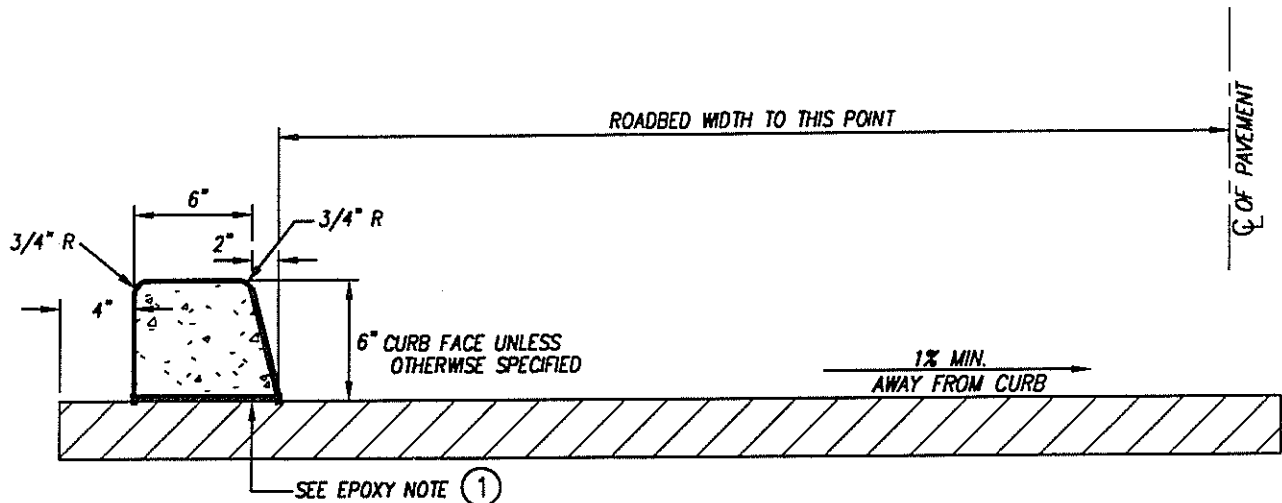
DETAIL

203



GRADE AR-4000 ASPHALT CONCRETE
 MINIMUM PERMISSIBLE GRADE 0.50%
 BERM SHALL BE PAINTED TRAFFIC WHITE UNLESS OTHERWISE SPECIFIED.
 MAX. GRADE BREAK ON ROADWAYS SHALL NOT EXCEED 0.50%

CITY OF RANCHO MIRAGE		STANDARD DETAIL 204
REVISIONS	TYPE "F" CURB-A.C. DIKE	
	<i>William C. C.</i>	
	5/31/01	
	APPROVED BY: CITY ENGINEER DATE	



CLASS 560-C-3250 CONCRETE
 0.292 CU. FT./L.F.
 1 CU. YD. = 92.46 L.F.
 SEE STANDARD 206 FOR JOINT DETAILS

- ① EPOXY ADHESIVE SHALL BE IN ACCORDANCE WITH STATE OF CALIFORNIA SPECIFICATION 73-1.06. IN ADVANCE OF PLACING THE CURBS ON EXISTING PAVEMENT, THE PAVEMENT SHALL BE THOROUGHLY CLEANED AND THE ADHESIVE SHALL BE APPLIED. THE PAVEMENT SHALL BE CLEANED BY EITHER WIRE BRUSHING OR BY BLAST CLEANING. THE PAVEMENT SHALL BE FREE FROM DUST, LOOSE MATERIAL, OR OIL. MANUFACTURERS LITERATURE SHALL BE SUBMITTED TO THE CITY ENGINEER FOR APPROVAL PRIOR TO THE PLACEMENT OF THE EPOXY ADHESIVE.

CITY OF RANCHO MIRAGE

STANDARD

REVISIONS

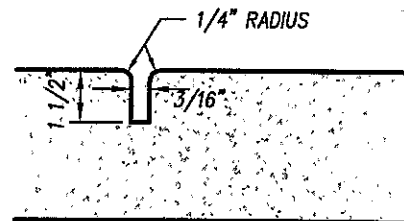
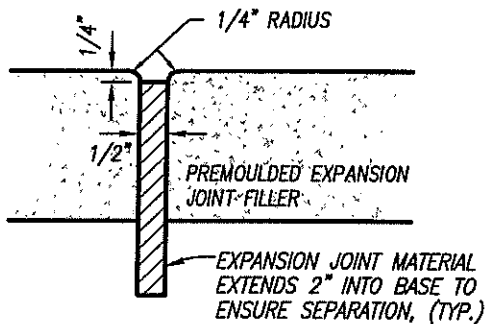
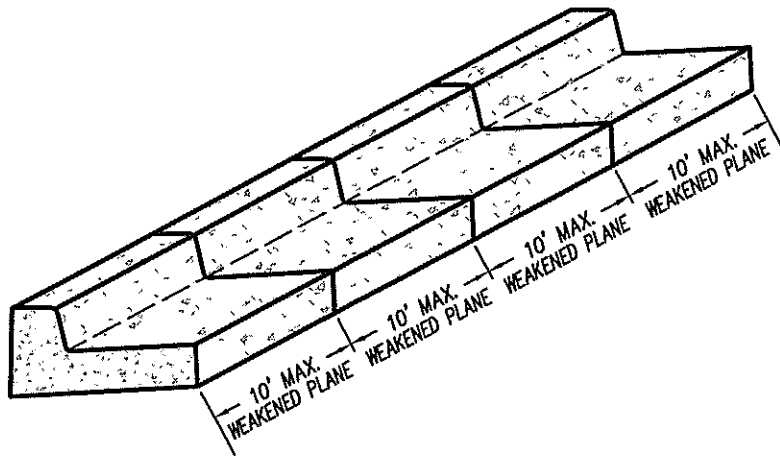
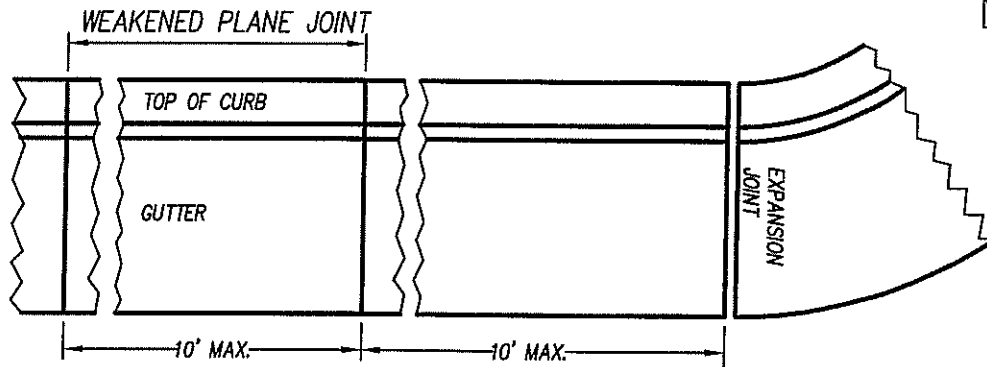
TYPE "D MODIFIED" GLUE DOWN CURB
(FOR TEMPORARY USE ONLY)

DETAIL

12/17/2001

205

APPROVED BY: *William G. Gans* 12/31/01
 CITY ENGINEER DATE



EXPANSION JOINT

EXPANSION JOINTS TO BE INSTALLED AT ALL B.C., E.C.
CURB RETURNS, DRIVEWAYS, & CATCH BASINS

WEAKENED PLANE JOINT

10' INTERVAL BETWEEN TRANSVERSE JOINTS MAY BE
VARIED TO ALLOW MATCHING OF JOINTS IN ADJACENT
EXISTING IMPROVEMENTS.

NOTE:

FOR MACHINE EXTRUDED CURBING IT IS REQUIRED TO "SAWCUT" JOINTS INTO THE CONCRETE WHEN IT HAS SET ENOUGH TO NOT FRACTURE.
DO PARTIAL CUTS AT 10' INTERVALS, THROUGH THE CURB AND 1.5" INTO THE GUTTER FOR WEAKENED PLANE JOINTS.
FOR EXPANSION JOINTS IN EXTRUDED CURBING, SAWCUT COMPLETELY AND INSERT JOINT MATERIAL AS DESCRIBED ABOVE.

CITY OF RANCHO MIRAGE

STANDARD

REVISIONS

CURB & GUTTER JOINTS

DETAIL

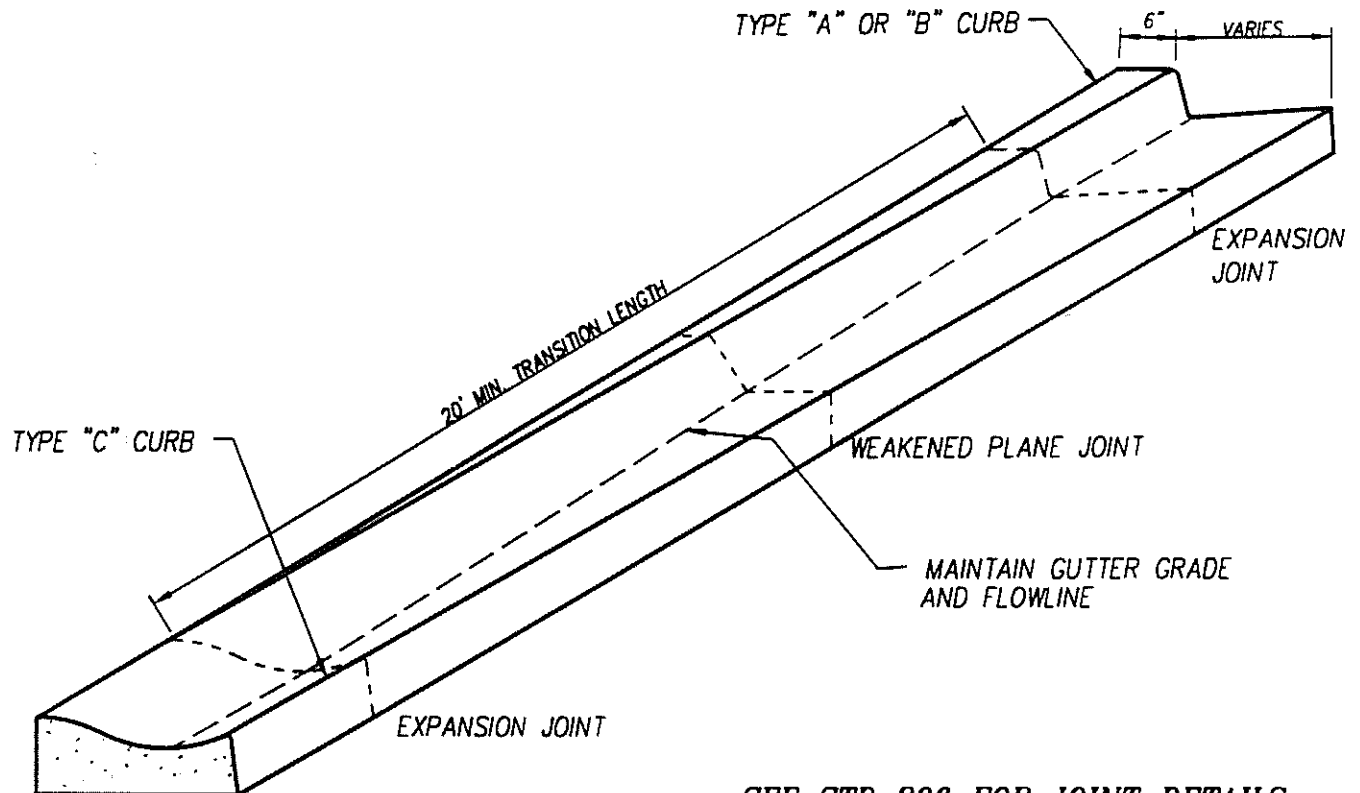
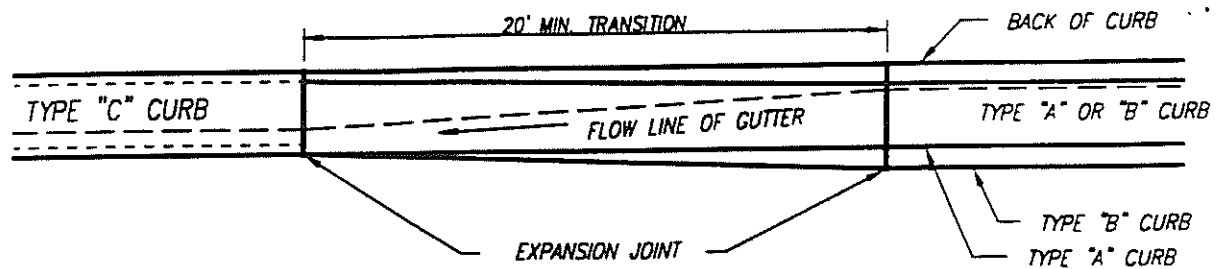
11/27/2002

[Signature]

12/2/02

206

APPROVED BY: CITY ENGINEER DATE



SEE STD 206 FOR JOINT DETAILS

CITY OF RANCHO MIRAGE

REVISIONS

CURB TRANSITION

STANDARD

DETAIL

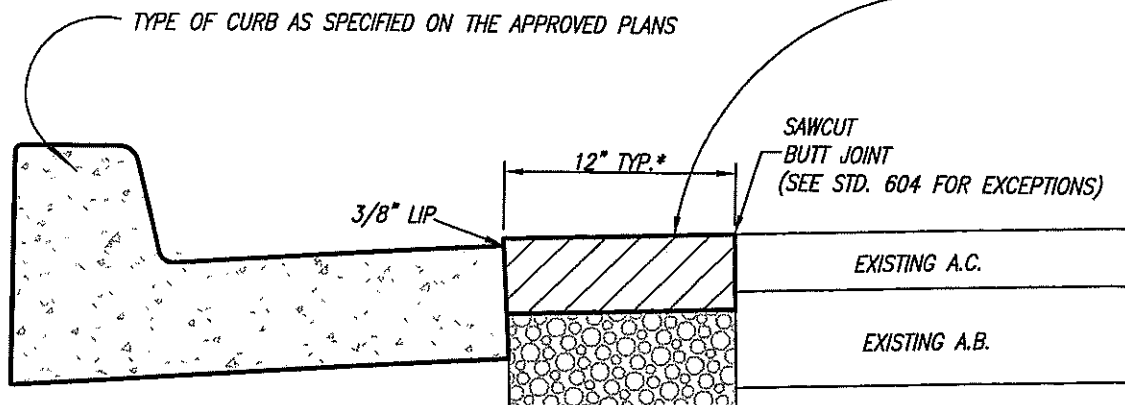
207

APPROVED BY: *William G. Guss* 5/31/61 DATE

CITY ENGINEER



RESIDENTIAL STREETS: 4" A.C. OVER 4" A.B.*
ALL OTHER STREETS: 5" A.C. OVER 10" A.B.*



MATCH EXISTING STREET CROSS SLOPE (MINIMUM 1%)

MINIMUM SUBGRADE COMPACTION 95% RELATIVE TO MAX.

SLURRY OR FOG SEAL MAY BE REQUIRED AT THE DISCRETION OF THE CITY ENGINEER OR INSPECTOR.

ALL GUTTER SHALL BE "FLOW TESTED" PRIOR TO PAVING

SEE STANDARD 604 FOR "TRENCH" REPAIR PROCEDURES IF REMOVED ASPHALT AFFECTS THE ESSENTIAL 12 FOOT "DRIVING LANES" RATHER THAN JUST THE "PARKING LANE", OR IF THE SHOULDER AREA IS A "DESIGNATED BIKE ROUTE". AN ADDITIONAL "T CUT", GRINDING, AND OVERLAY WILL BE REQUIRED IN THOSE SITUATIONS.

* OR AS REQUIRED BY THE CITY ENGINEER

CITY OF RANCHO MIRAGE

STANDARD

REVISIONS

**CURB CONSTRUCTION
IN EXISTING PAVEMENT**

DETAIL

11/27/2002

APPROVED BY: *[Signature]* 12/2/02
CITY ENGINEER—DATE

208



GIVEN:

B.C.R. ELEV.: _____

E.C.R. ELEV.: _____

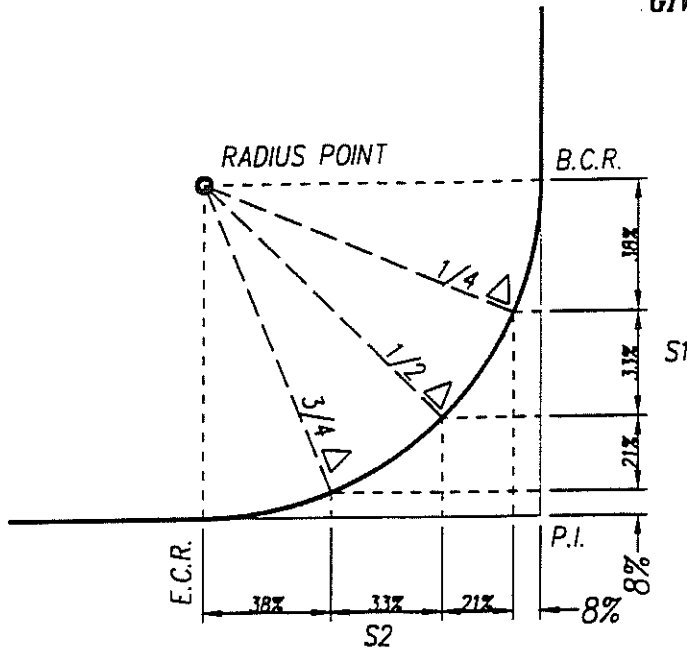
P.I. ELEV. : _____

 $S1 = (PI \text{ ELEV.}) - (BCR \text{ ELEV.}) = \underline{\hspace{2cm}}$ $S2 = (ECR \text{ ELEV.}) - (PI \text{ ELEV.}) = \underline{\hspace{2cm}}$

$$1/4 \Delta = B.C.R. \text{ ELEV.} + 38\% S1 + 8\% S2$$

$$1/2 \Delta = B.C.R. \text{ ELEV.} + 38\% S1 + 33\% S1 + 8\% S2 + 21\% S2$$

$$3/4 \Delta = B.C.R. \text{ ELEV.} + 38\% S1 + 33\% S1 + 21\% S1 + 8\% S2 + 21\% S2 + 33\% S2$$



NOTE: P.I. ELEV. IS POINT OF INTERSECTION OF TANGENT SLOPES FROM B.C.R. AND E.C.R. TYPICALLY THIS IS LABELED AS "P.I.G." IN SPANDRELS. GRADE BREAKS AT B.C.R. AND E.C.R. ARE NOT PERMITTED. NON-SPANDREL CURB RETURNS WITH NO POINT OF INTERSECTION MAY USE BACK-TO-BACK VERTICAL CURVES, PROPERLY LABELED.

B.C.R. = _____

$$1/4 \Delta \quad B.C.R. \text{ ELEVATION} + 38\% S1 + 8\% S2$$

$$\underline{\hspace{2cm}} + 0.38 (\quad) + 0.08 (\quad)$$

$$\underline{\hspace{2cm}} + \underline{\hspace{2cm}} + \underline{\hspace{2cm}} = \underline{\hspace{2cm}}$$

$$1/2 \Delta \quad B.C.R. \text{ ELEVATION} + 71\% S1 + 29\% S2$$

$$\underline{\hspace{2cm}} + 0.71 (\quad) + 0.29 (\quad)$$

$$\underline{\hspace{2cm}} + \underline{\hspace{2cm}} + \underline{\hspace{2cm}} = \underline{\hspace{2cm}}$$

$$3/4 \Delta \quad B.C.R. \text{ ELEVATION} + 92\% S1 + 62\% S2$$

$$\underline{\hspace{2cm}} + 0.92 (\quad) + 0.62 (\quad)$$

$$\underline{\hspace{2cm}} + \underline{\hspace{2cm}} + \underline{\hspace{2cm}} = \underline{\hspace{2cm}}$$

E.C.R. = _____

CITY OF RANCHO MIRAGE

STANDARD

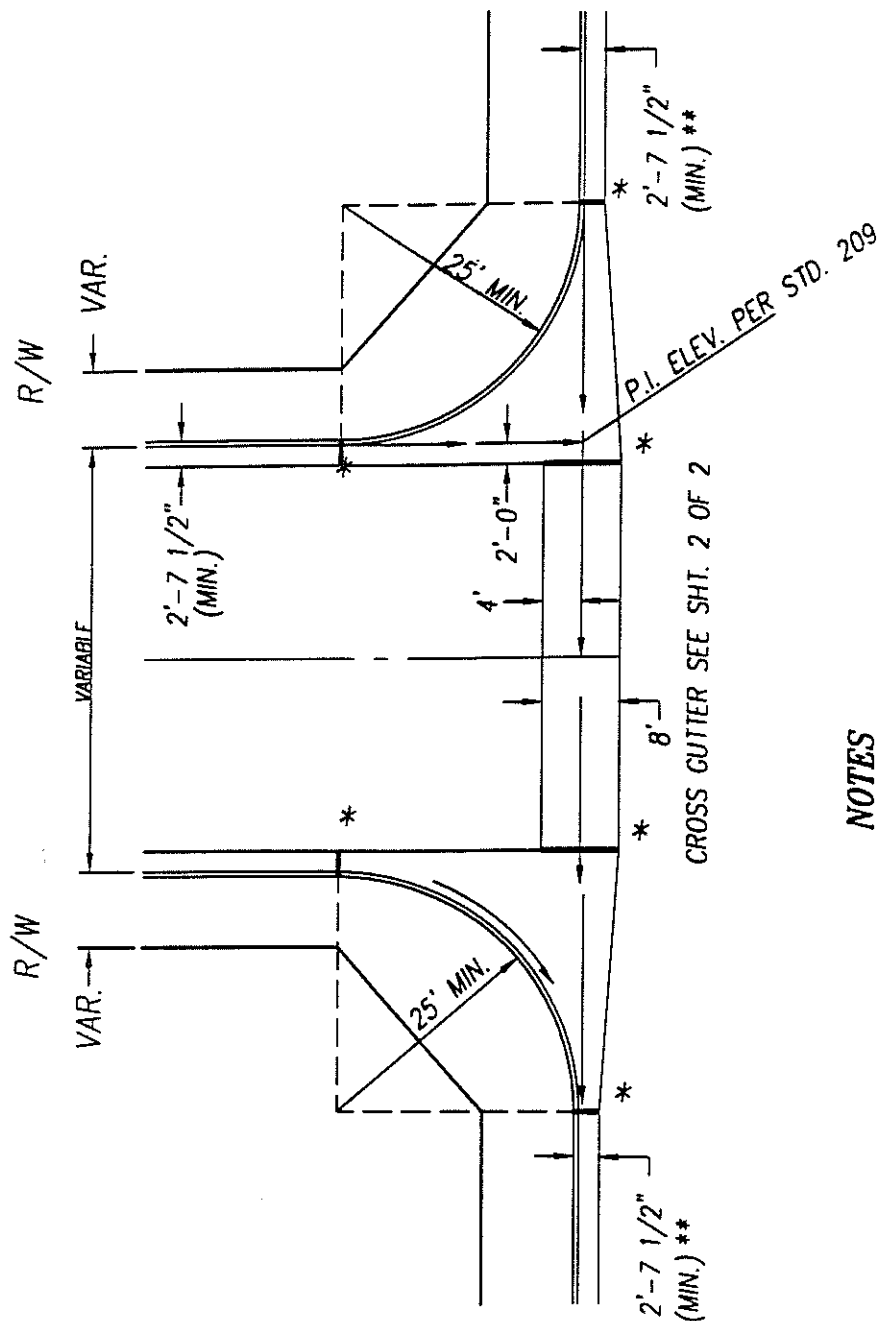
REVISIONS

**PLANAR CURB RETURN
GRADE CALCULATIONS**

DETAIL

 APPROVED BY: William H. Lee 5/31/01
CITY ENGINEER DATE

209



NOTES

CROSS GUTTER FOR USE WITH TYPES "A" AND "B" CURB
 * EXPANSION JOINTS AS SHOWN (SEE STD 206 FOR JOINT DETAILS)

APRON THICKNESS TO BE 8" MIN.

CROSS GUTTER THICKNESS TO BE 8" MIN.

CLASS 560-C-3250 CONCRETE

MINIMUM GRADE 0.50%

PLACE 6" AGGREGATE BASE UNDER ENTIRE SPANDREL & CROSS GUTTER AREA
 ** VARIES DEPENDING ON CURB AND GUTTER AS SPECIFIED

SHT. 1 OF 2

CITY OF RANCHO MIRAGE

REVISIONS

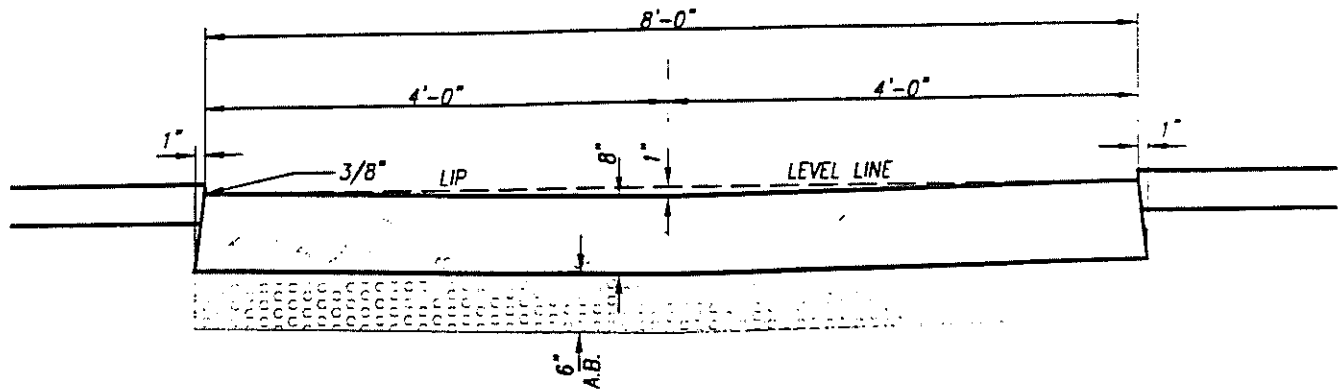
SPANDREL/CROSS GUTTER LAYOUT

APPROVED BY: *[Signature]* 5/31/01
 CITY ENGINEER DATE

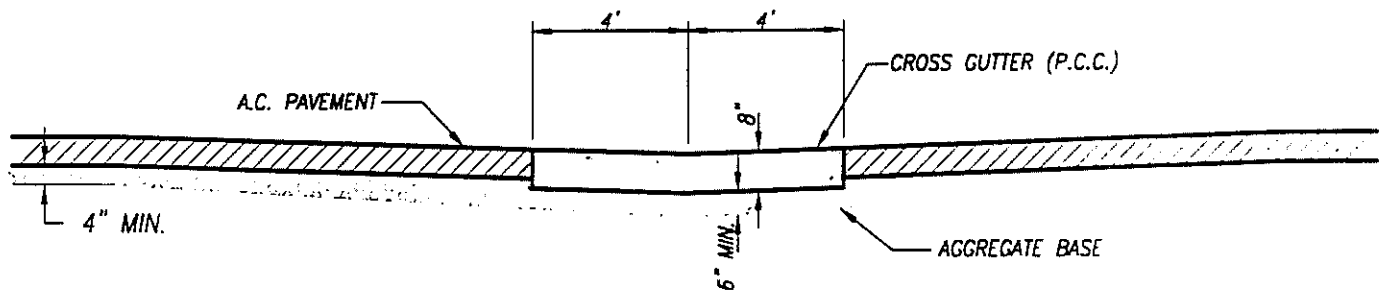
STANDARD

DETAIL

210



CROSS GUTTER



CLASS 560-C-3250 CONCRETE
ALL GUTTER SHALL BE "FLOW TESTED" PRIOR TO PAVING

SHT. 2 OF 2

CITY OF RANCHO MIRAGE

STANDARD

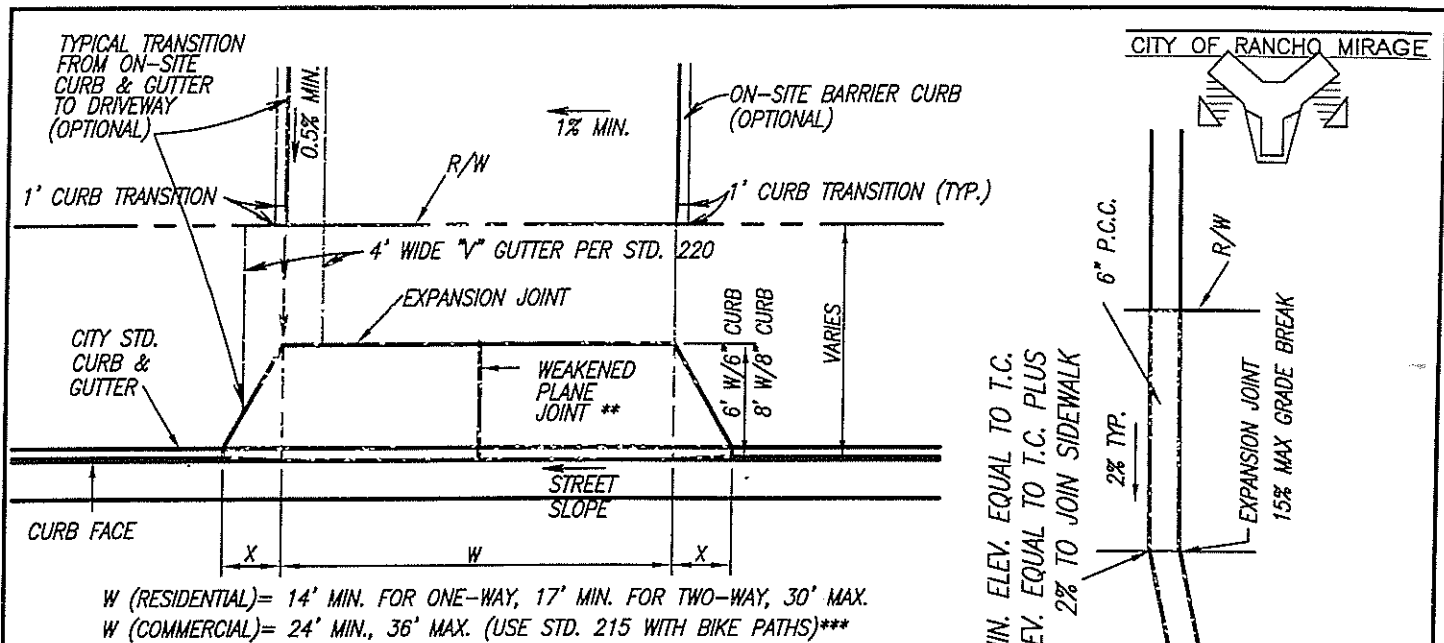
REVISIONS

CROSS GUTTER DETAIL

DETAIL

APPROVED BY: *[Signature]* 5/31/01
CITY ENGINEER DATE

210



- ① ALL MATERIAL SHALL BE CLASS 560-C-3250 P.C.C. OF A SIX INCH THICKNESS. CONCRETE SHALL BE PLACED OVER 95% RELATIVE COMPACTED NATIVE MATERIAL OR BASE.
- (REV.) ② FOR ALL RESIDENCES, THE MAXIMUM APPROACH WIDTH SHALL BE 30', AT PROPERTY LINE. IF ADDITIONAL WIDTH IS NEEDED AT THE GARAGE, THE DRIVEWAYS WILL HAVE TO BE MADE TO TRANSITION FROM THE 30' MAXIMUM AT PROPERTY LINE, WIDENING NEARER THE GARAGE.
- ③ USE OF COLORING ADDITIVES IS ALLOWED PER MUNICIPAL CODE 15.68.050. COLOR APPROVAL BY PLANNING DEPARTMENT WILL BE REQUIRED. ALL DRIVEWAYS, WHETHER COLORED OR NOT, REQUIRE A COVENANT FOR PLACEMENT IN PUBLIC RIGHT-OF-WAY. ALL APPROACHES SHALL HAVE A CONSISTENT UNIFORM, ROUGH-BROOMED FINISHED SURFACE. NO OTHER FINISHES WILL BE ALLOWED.
- ** ④ WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SEC. 303-5 OF THE STANDARD SPECIFICATIONS. FOR APPROACH WIDTHS OF 14'-20', ONE JOINT SHALL BE PLACED AT MID-APPROACH. FOR APPROACH WIDTHS OF 20'-30', TWO JOINTS SHALL BE PLACED WITH SYMMETRIC SPACING.
- ⑤ 20' OF FULL FACE CURB IS REQUIRED BETWEEN ANY TWO DRIVEWAY APPROACHES.
- ⑥ FOR SITES WITHOUT FULL-FACED CURB, THE MAXIMUM SLOPE ALLOWED ON THE APPROACH SHALL BE 10%. FOR SITES WITH FULL-FACED CURB, THE APPROACH SHALL AT A MINIMUM SLOPE UPWARDS TO THE TOP OF CURB LEVEL-LINE AND AT A MAXIMUM, THE APPROACH SHALL SLOPE UPWARDS TO THE TOP OF THE CURB LEVEL-LINE PLUS 2%, UNLESS OTHERWISE APPROVED.
- *** ⑦ NOTE THAT THE STANDARD DRIVEWAY APPROACH IS NOT "ADA COMPATIBLE". IF IT IS TO BE UTILIZED AS A HANDICAPPED ACCESS ROUTE, THEN IT MUST BE BUILT IN ACCORDANCE WITH THE STATE TITLE 24 ACCESSIBILITY REGULATIONS. SEE STANDARDS 215 OR 223 FOR EXAMPLES.

"X" DIMENSIONS	
CURB HEIGHT	"X"
6"	2'-0"
8"	3'-0"

CITY OF RANCHO MIRAGE

REVISIONS

12/04/2002

06/08/2004

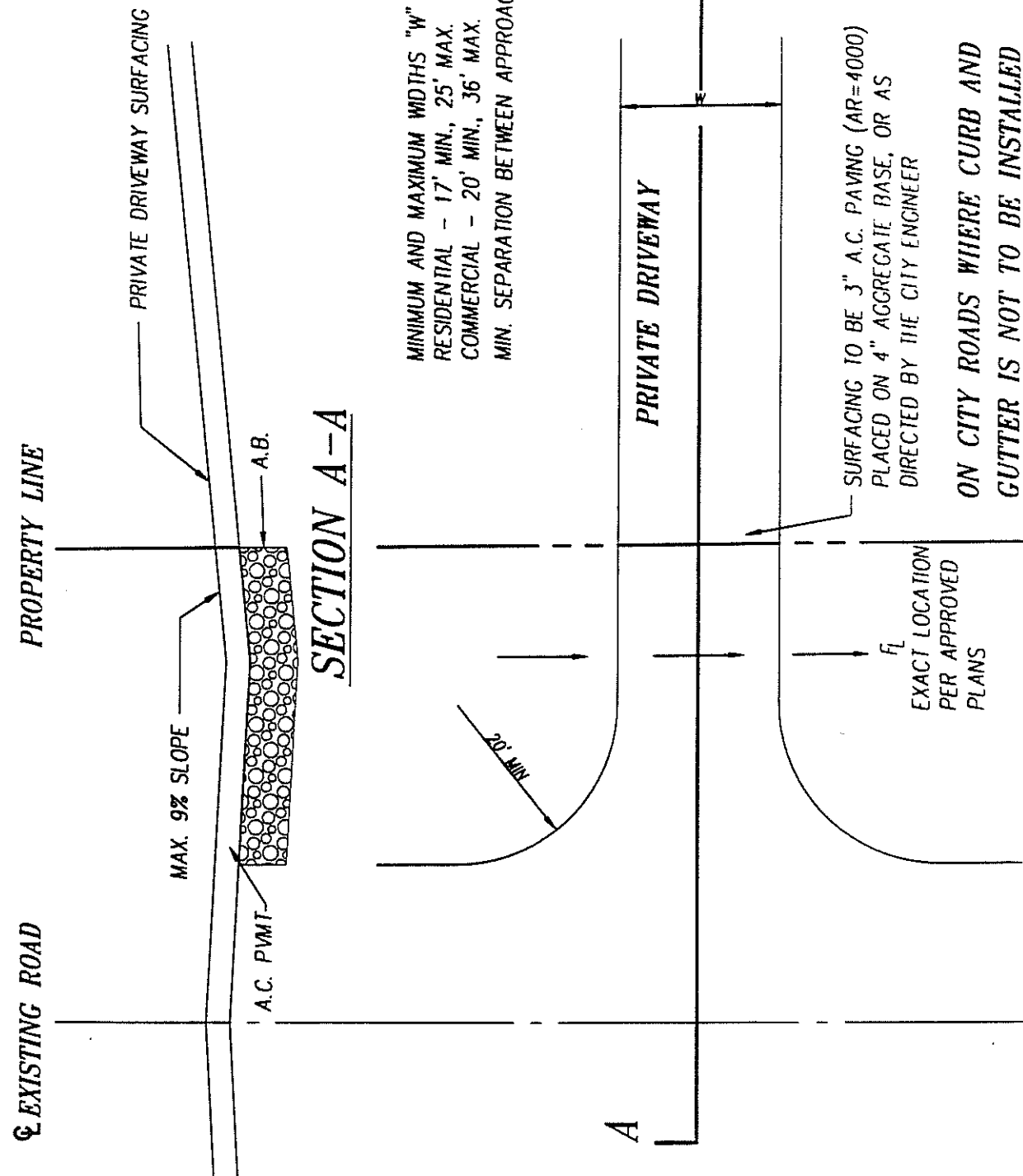
P.C.C. DRIVEWAY APPROACH

APPROVED BY: *[Signature]* 6/8/04
CITY ENGINEER DATE

STANDARD

DETAIL

211



CITY OF RANCHO MIRAGE

REVISIONS

A.C. DRIVEWAYS

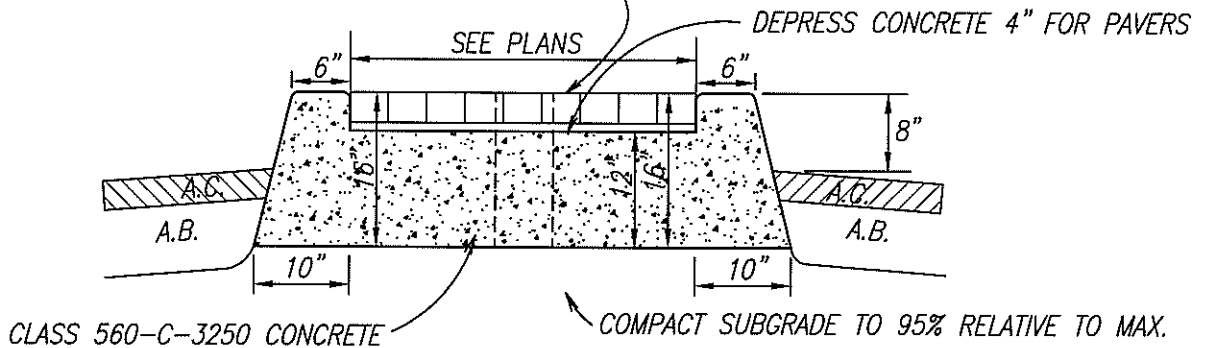
STANDARD

DETAIL

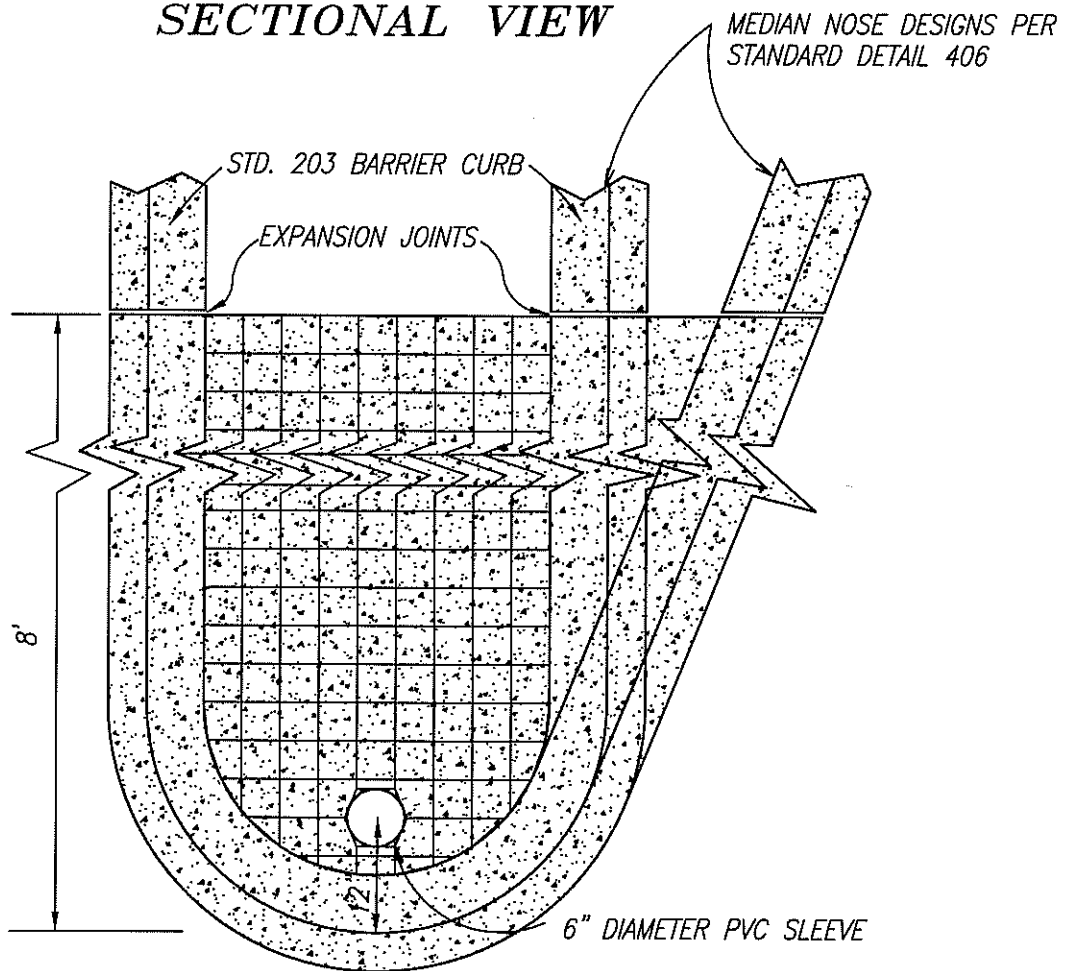
212

APPROVED BY: *[Signature]* 5/31/01
CITY ENGINEER DATE

SET 4"X4"X3.125" PAVERS IN 0.875"± SAND BED, "STACK BOND" PATTERN"
(80mm ACKERSTONE HOLLAND II, STANDARD FINISH,
"THROUGH MIX ANTIQUE TERRA COTTA" COLOR, OR EQUIV.)



SECTIONAL VIEW



TOP VIEW

CITY OF RANCHO MIRAGE

STANDARD

REVISIONS

MEDIAN NOSE DETAIL

DETAIL

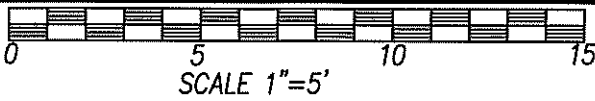
07/01/2008

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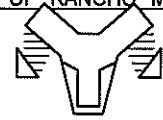
6/9/09

APPROVED BY: CITY ENGINEER DATE

213



CITY OF RANCHO MIRAGE



INSTALL ONE ISA R99 (AND R99A IF APPLICABLE) HANDICAPPED PARKING SIGN 3' OR MORE FROM CURB OR WHEEL STOP OR BEYOND SIDEWALK (PREFERRED)

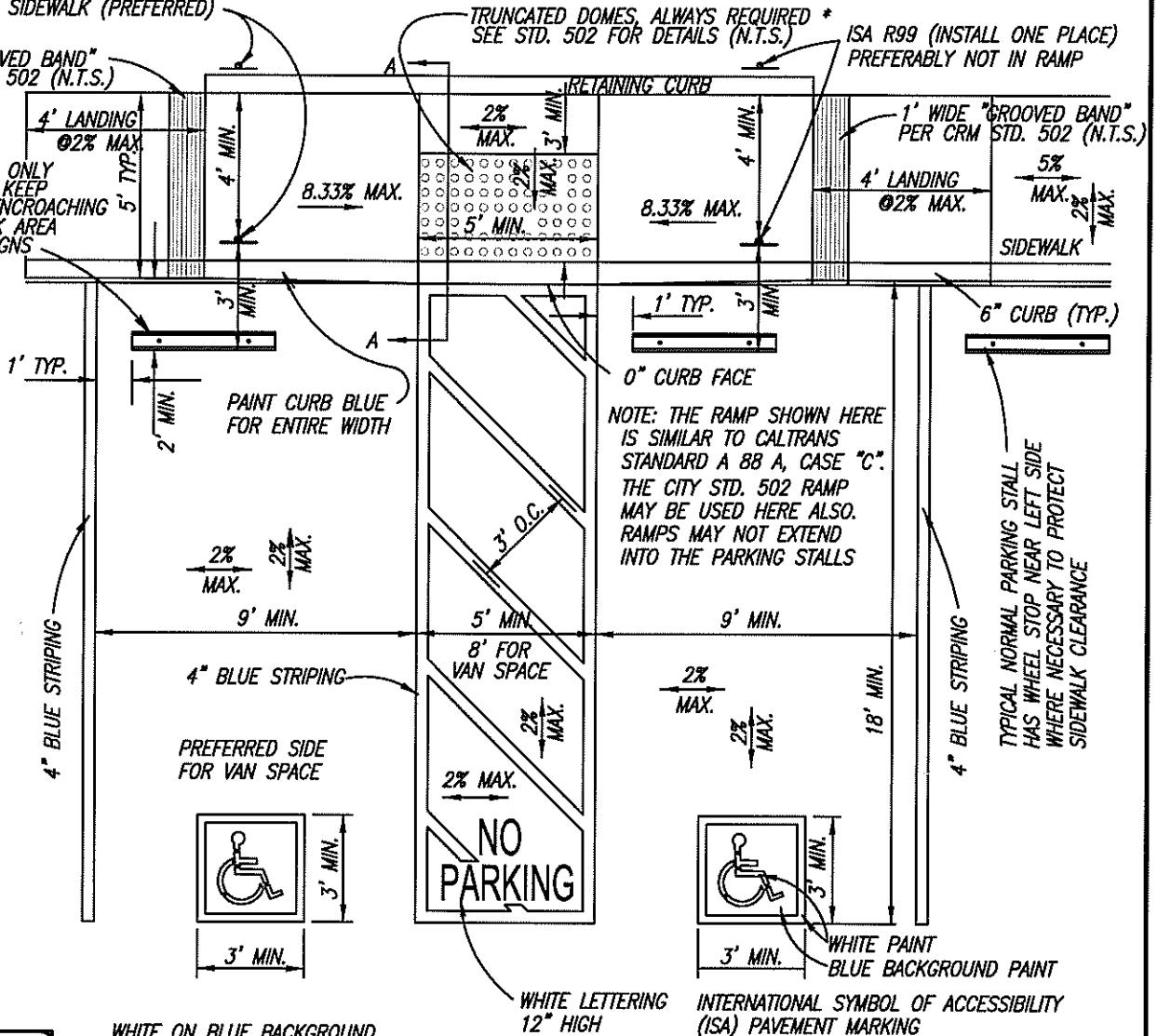
* NOTE: IF UNDER 5%, ANY CONNECTION TO PARKING AREA IS NOT A "RAMP" BUT STILL REQUIRES THE 3' WIDE BAND OF DOMES

TRUNCATED DOMES, ALWAYS REQUIRED * SEE STD. 502 FOR DETAILS (N.T.S.)

ISA R99 (INSTALL ONE PLACE) PREFERABLY NOT IN RAMP

1' WIDE "GROOVED BAND" PER CRM STD. 502 (N.T.S.)

WHEEL STOPS ONLY REQUIRED TO KEEP CARS FROM ENCRANCHING INTO SIDEWALK AREA OR HITTING SIGNS



WHITE ON BLUE BACKGROUND

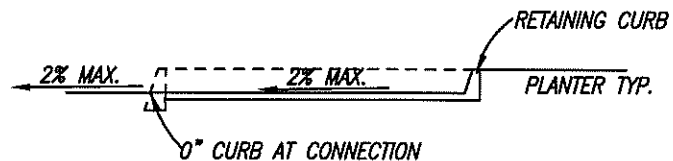


VAN ACCESSIBLE SIGN (R99A) 12"x8" NOT TO SCALE

ISA PARKING SIGN (R99) 12"x18" NOT TO SCALE

WHITE LETTERING 12" HIGH

INTERNATIONAL SYMBOL OF ACCESSIBILITY (ISA) PAVEMENT MARKING



NOTE: SITE DRAINAGE WATER SHOULD NOT BE DIRECTED TO RAMP OR ACROSS THE ENTRANCE TO IT, WHEREVER POSSIBLE.

SECTION A-A

CITY OF RANCHO MIRAGE

STANDARD

REVISIONS

HANDICAP ACCESSIBLE PARKING STALLS (TYP.)

DETAIL

214

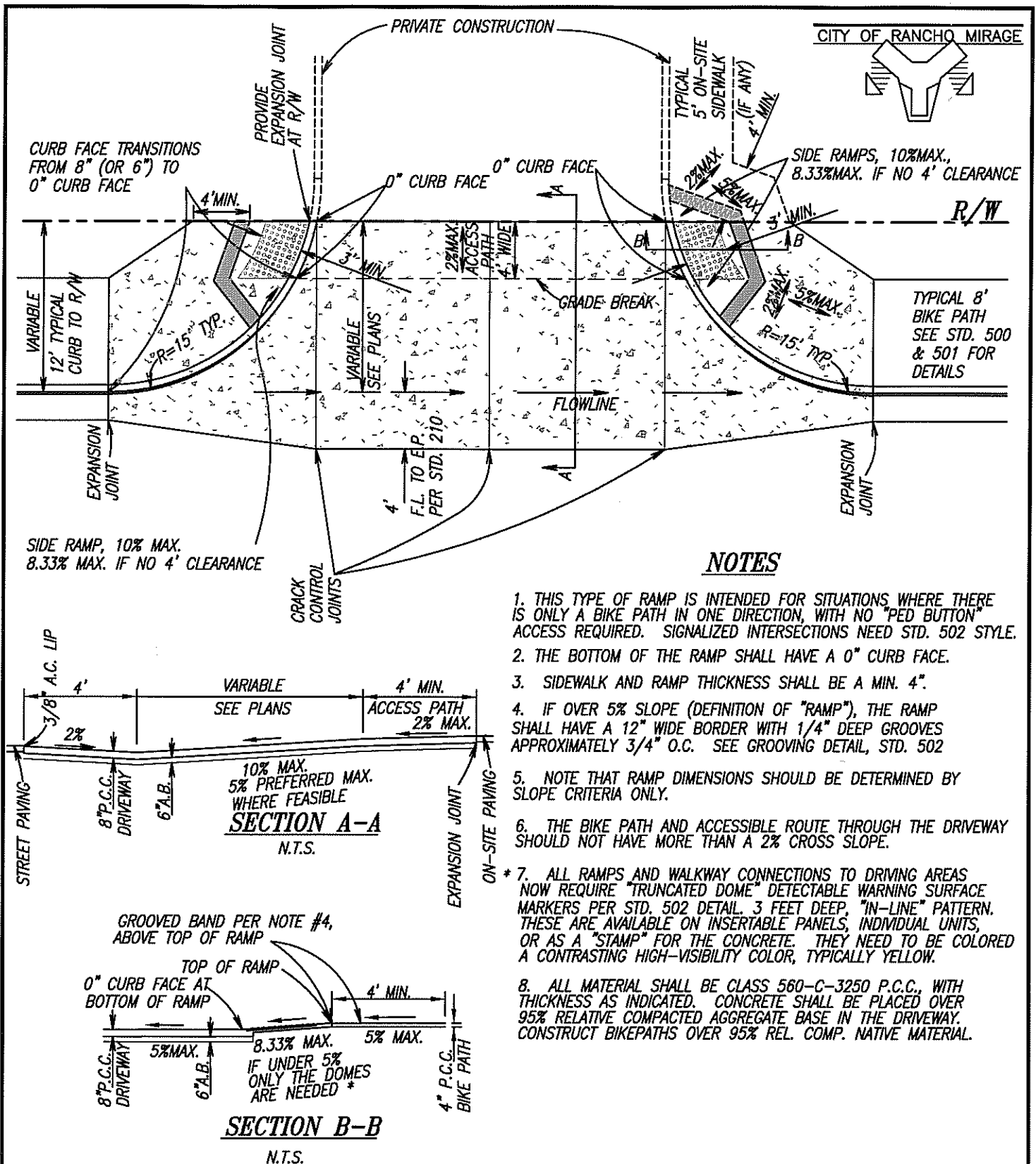
5/1/2003

5/19/2003

1/22/2009

[Signature] 2/11/09

APPROVED BY: CITY ENGINEER DATE



CITY OF RANCHO MIRAGE

REVISIONS

12/04/2002

1/22/2009

COMMERCIAL DRIVEWAY

APPROVED BY: *Withing* 2/11/09
CITY ENGINEER DATE

STANDARD

DETAIL

215

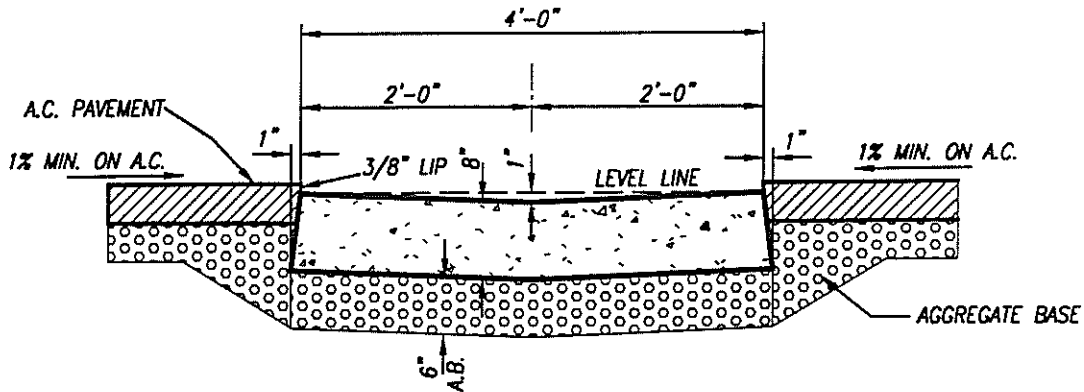
4' P.C.C. VALLEY GUTTER

CLASS 560-C-3250 CONCRETE

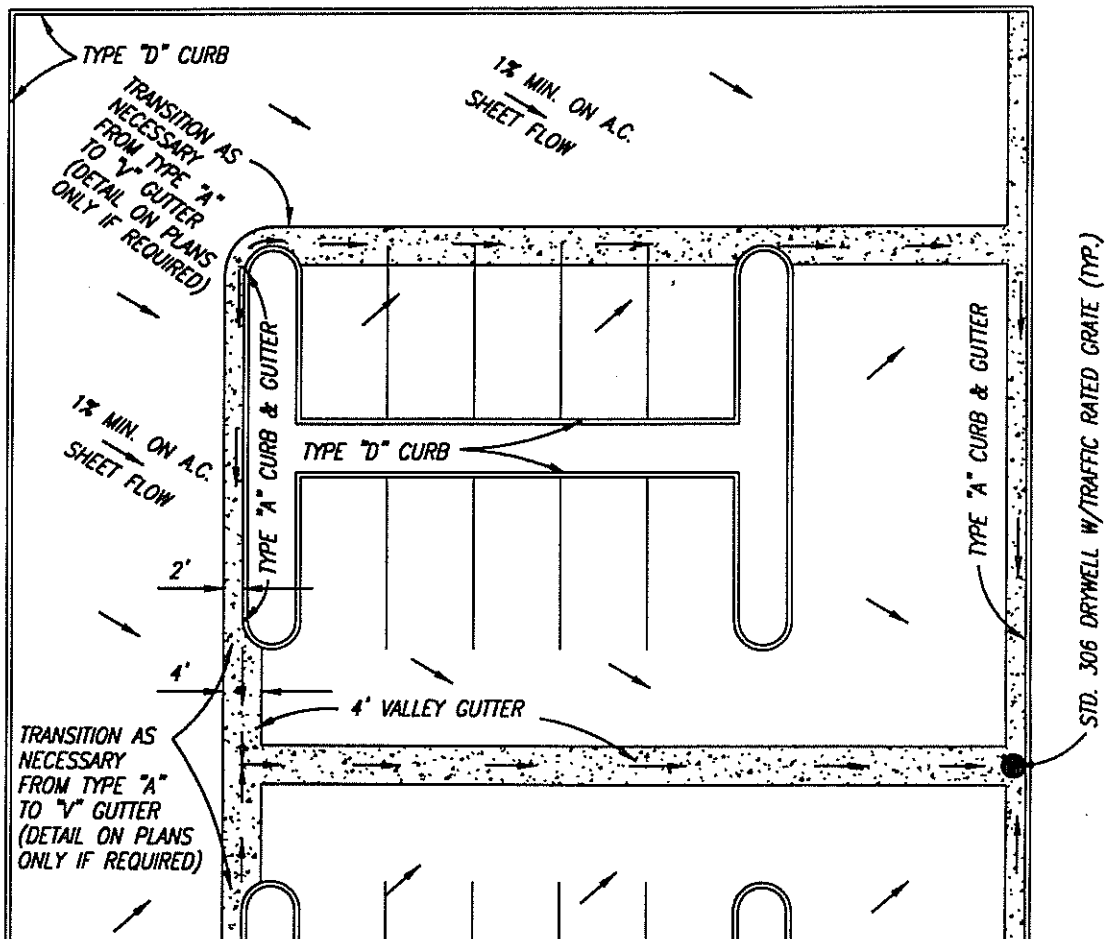
0.5% MIN. FLOWLINE SLOPE

ALL GUTTER SHALL BE "FLOW TESTED" PRIOR TO PAVING
SEE STANDARD 206 FOR JOINT DETAILS

CITY OF RANCHO MIRAGE



TYPICAL PARKING LOT USAGE



CITY OF RANCHO MIRAGE

STANDARD

REVISIONS

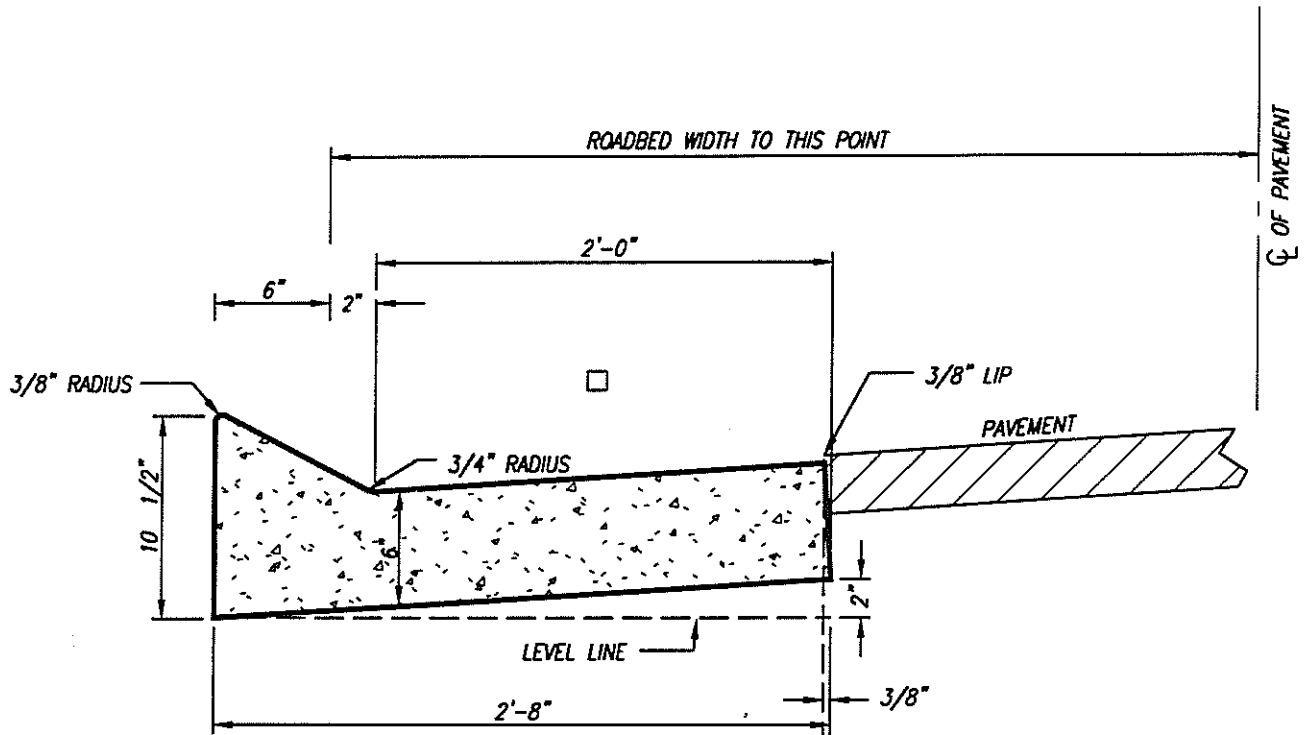
12/17/2001

4' VALLEY ("V") GUTTER

DETAIL

220

APPROVED BY: *[Signature]* 12/31/01
CITY ENGINEER DATE



CLASS 560-C-3250 CONCRETE

1.461 CU. FT./L.F.

1 CU. YD. = 18.48 L.F.

MINIMUM PERMISSIBLE GRADE 0.50%

MINIMUM SUBGRADE COMPACTION 95% RELATIVE TO MAXIMUM

MAX. GRADE BREAK ON ROADWAYS SHALL NOT EXCEED 0.50%

ALL GUTTER SHOULD BE "FLOW TESTED" DURING FINISHING

SEE STANDARD 206 FOR JOINT DETAILS

NOTE: THIS CURB IS FOR SECONDARY FIRE ACCESS ROADS OR SIMILAR LITTLE-USED DRIVEWAYS WHERE USE BY PASSENGER CARS IS DISCOURAGED. USE OF THIS CURB MUST BE PRE-APPROVED BY THE CITY ENGINEER AND FIRE MARSHALL.

CITY OF RANCHO MIRAGE

STANDARD

REVISIONS

**"MOUNTABLE" 4" CURB & GUTTER
(EMERGENCY VEHICLE ACCESS)**

DETAIL

12/17/2001

[Signature]

12/31/01

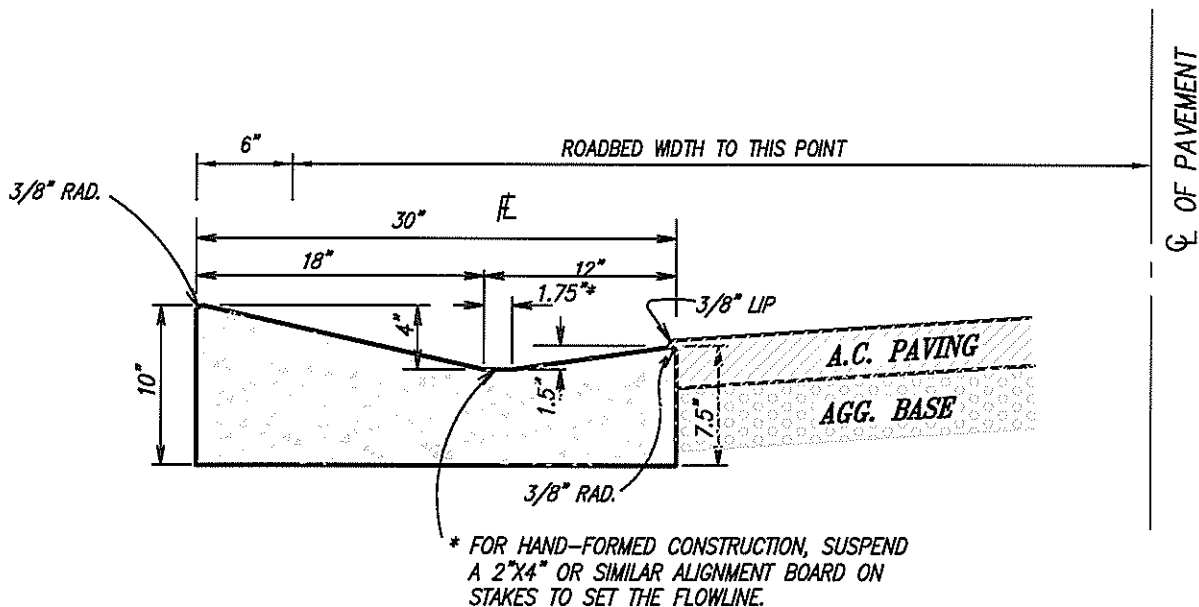
221

APPROVED BY: CITY ENGINEER DATE



SCALE 1"=1'

CITY OF RANCHO MIRAGE



CLASS 560-C-3250 CONCRETE

1.56 C.F./L.F.

1 C.Y. = 17.30 L.F.

MINIMUM PERMISSIBLE GRADE 0.50%

PROVIDE 3/8" LIP AT EDGE OF ASPHALT

MINIMUM SUBGRADE COMPACTION 95% RELATIVE TO MAXIMUM

MAX. GRADE BREAK ON ROADWAYS SHALL NOT EXCEED 0.50%

ALL GUTTER SHOULD BE "FLOW TESTED" DURING FINISHING

SEE STANDARD 206 FOR JOINT DETAILS

DRIVEWAY WIDTH ATTACHED TO WEDGE CURB SHALL BE IN ACCORDANCE WITH STANDARD 211

NOTE: THIS CURB IS INTENDED FOR PRIVATE RESIDENTIAL USE ONLY AND MUST BE PRE-APPROVED BY THE CITY ENGINEER PRIOR TO USE.

CITY OF RANCHO MIRAGE

STANDARD

REVISIONS

RESIDENTIAL "WEDGE" CURB

DETAIL

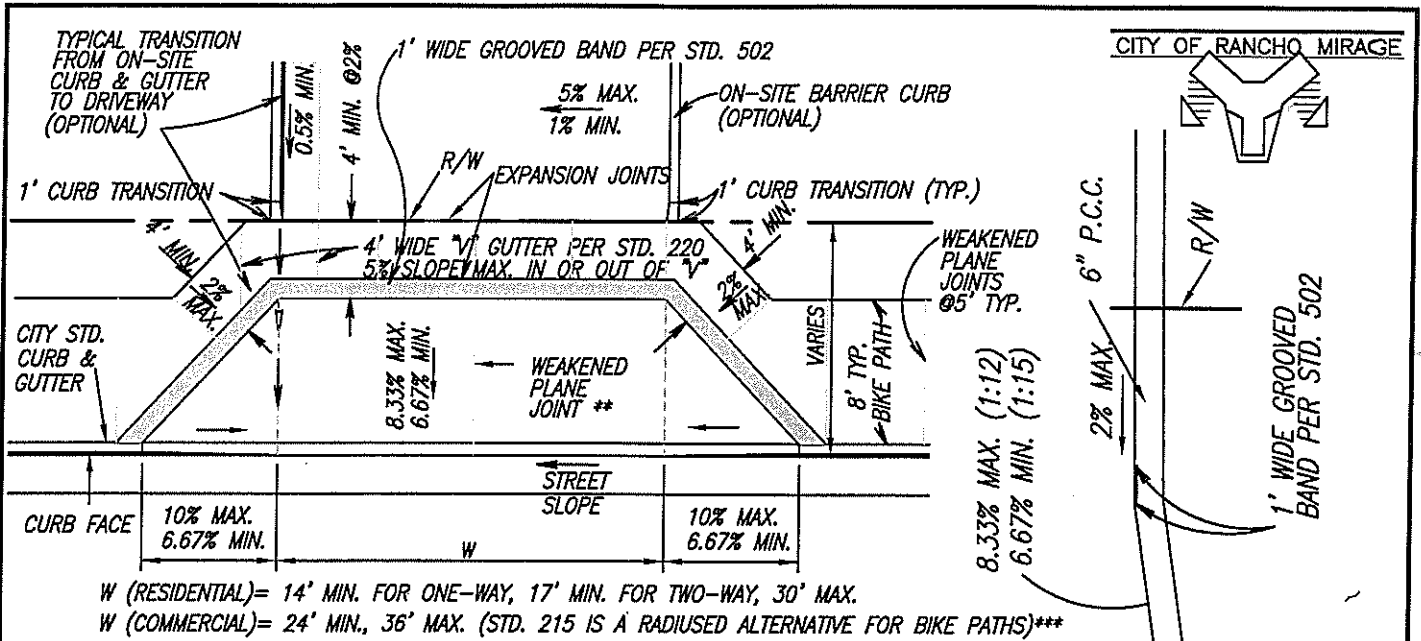
12/17/2001

06/08/2004

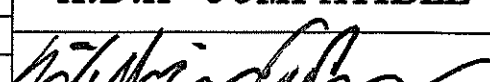
Withanich 6/8/04

222

APPROVED BY: CITY ENGINEER DATE



- ① ALL MATERIAL SHALL BE CLASS 560-C-3250 P.C.C. OF A SIX INCH THICKNESS. CONCRETE SHALL BE PLACED OVER 95% RELATIVE COMPACTED NATIVE MATERIAL OR BASE.
- (REV.) ② FOR ALL RESIDENCES, THE MAXIMUM APPROACH WIDTH SHALL BE 30', AT PROPERTY LINE. IF ADDITIONAL WIDTH IS NEEDED AT THE GARAGE, THE DRIVEWAYS WILL HAVE TO BE MADE TO TRANSITION FROM THE 30' MAXIMUM AT PROPERTY LINE, WIDENING NEARER THE GARAGE.
- ③ USE OF COLORING ADDITIVES IS ALLOWED PER MUNICIPAL CODE 15.68.050. COLOR APPROVAL BY PLANNING DEPARTMENT WILL BE REQUIRED. ALL DRIVEWAYS, WHETHER COLORED OR NOT, REQUIRE A COVENANT FOR PLACEMENT IN PUBLIC RIGHT-OF-WAY. ALL APPROACHES SHALL HAVE A CONSISTENT UNIFORM, ROUGH-BROOMED FINISHED SURFACE. NO OTHER FINISHES WILL BE ALLOWED.
- ** ④ WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SEC. 303-5 OF THE STANDARD SPECIFICATIONS. FOR APPROACH WIDTHS OF 14'-20', ONE JOINT SHALL BE PLACED AT MID-APPROACH. FOR APPROACH WIDTHS OF 20'-30', TWO JOINTS SHALL BE PLACED WITH SYMMETRIC SPACING.
- ⑤ 20' OF FULL FACE CURB IS REQUIRED BETWEEN ANY TWO DRIVEWAY APPROACHES.
- ⑥ FOR SITES WITHOUT FULL-FACED CURB, THE MAXIMUM SLOPE ALLOWED ON THE APPROACH SHALL BE 10%. FOR SITES WITH FULL-FACED CURB, THE APPROACH SHALL AT A MINIMUM SLOPE UPWARDS TO THE TOP OF CURB LEVEL-LINE AND AT A MAXIMUM, THE APPROACH SHALL SLOPE UPWARDS TO THE TOP OF THE CURB LEVEL-LINE PLUS 2%, UNLESS OTHERWISE APPROVED.

CITY OF RANCHO MIRAGE		STANDARD DETAIL 223
REVISIONS	A.D.A COMPATIBLE DRIVEWAY	
12/04/2002		
06/08/2004		
APPROVED BY:  6/8/04		
CITY ENGINEER		DATE